

MANAGEMENT OF COMPETITIONS.

SIR.—That not only some few, but nearly the whole, of the profession should be slumbering—still putting up with the direful losses and insults hourly offered them by committees, through the medium of "competitions," is astonishing. But the truth is, they are as sheep without a shepherd; wandering about, as if there were no end to their journey; keeping up a harassing warfare with the enemy; constantly suffering by travelling in mere foraging parties, instead of uniting together as brothers under one banner, and fighting in one rank against their common oppressor. They have forgotten that "Union is strength;" or, if borne in mind, their practice is essentially different from the precept. Let it be no longer: let the shrill blast of the trumpet, blown through the organs of *THE BUILDER*, be heard through the length and breadth of the land; and, above all, let it be responded to. If one "monster meeting" is too inconvenient, let each county assemble at each county town, and there, with united voice, for ever put an end to competitions, if found unable to alter them. But this extreme course will hardly be found necessary. Resolutions can be come to, placing the matter on its proper footing. Then, and not till then, will competition be valuable. When that happy period shall arrive, we may look for a new and glorious era in architecture. It is to be hoped that the "Institute" will show that it is really what it professes; otherwise the Architectural Association will reap the laurels, and wear them with honour. Each of these meetings should be put in communication with the London meeting, and the whole body organized. As one suggestion, I would recommend a resolution to the effect that a plan and elevation of the selected design in every competition be engraved by the committee, and distributed to every competitor. W. W.

DRAINAGE OF LONDON PLANS.

THE following note gives the substance of five others received by us:—Will you kindly inquire how it is that parties who are desirous to compete for the drainage of London are not furnished with the necessary preliminary information, as it was stated would be afforded them by the metropolitan commissioners? It appears to me now, that although this step (taken two years too late) has the semblance of an open question, there is still an under current at work that will render it almost a mere waste of time entering into such a competition. I think the question of the entire drainage, &c., of London is one of so much importance that the plans submitted should be referred to a competent board of civil engineers—say the council of the Institute, notwithstanding it does not exactly coincide with a theory widely promulgated. If any proof were wanting of the correctness of this opinion, it is the fact that the quasi-scientific mountain (alias the Metropolitan Commission) has been in labour nearly two years, and has produced something less than a mouse.

NEW SCHOOLS AT WALSALL.

THE Free Grammar Schools at Walsall were founded by Queen Mary, and are divided into grammar and commercial schools, under the control of ten governors. New buildings for this foundation are now in progress, under the superintendence of Mr. E. Adams, architect. They comprise a school-room for 150 boys with an open loggia underneath of equal area, a board-room (20 by 16), class-room (30 by 16), and two assembling-rooms (each 20 by 16); also three houses for the masters: the first master's house contains twelve rooms, the second master's nine rooms, and the third master's six rooms; this is exclusive of cellars to each house.

The principal frontage is 148 feet long. The dimensions of the school-room are 70 feet by 30 feet, by 30 feet in height.

The buildings are Tudor in character, faced with picked red bricks, and the quoins, mouldings, &c., are of stone.

The whole of the works, including 880 feet in length of fence walling and several thousand yards of earthwork, are contracted for by

Mr. Highway, of Walsall, for the sum of 4,530*l.*, exclusive, however, of the stoves, chimney-pieces, and desks in school-rooms.

COST OF WORKHOUSES.

A CORRESPONDENT has handed us the following statement:—

The cost of the whole of the workhouses erected by order of the Poor-law Commissioners in the years 1836-7-8-9 (when materials were much more expensive than at the present time) was as follows:—

	Number of Workhouses built.	No. of inmates.	Cost.	Average per head.
1835	137	36,656	£650,154	£18 5
1837	86	21,133	482,342	19 1
1838	94	20,962	401,179	19 7
1839	111	6,623	87,917	19 17
				£19 10

being an average of 19*l.* 2*s.* 6*d.* per inmate.

METROPOLITAN COMMISSION OF SEWERS.

A GENERAL court was held on Thursday last, at the Court-house, Greek-street, Soho-square. The Earl of Carlisle in the chair.—A report was presented by Messrs. Lovick and Cressy, on the present state and proposed drainage of the Potteries, Kensington.—Mr. Leslie urged that the improvement of this locality should be carried out by the owners of the property, which view was concurred in by Mr. Lambert Jones.

Mr. Chadwick vindicated the principle which had been agreed upon in the case of the drainage of Gulston-street, Jennings's-buildings, and also with regard to Sydenham. Besides, insurmountable difficulties presented themselves in the way of ownership, as the holdings were so various that in many cases improvements charged upon the owners would amount to a confiscation of the rents for the whole term of their ownership.

Mr. Leslie replied, and contended that before moving in these matters, they ought to determine the questions of the outfalls, water supply, and house drainage. He also ridiculed the idea of this court going into the money-market to borrow every 40*l.* or 50*l.* required for this purpose.

Mr. Chadwick justified the use of tubular drainage, as laid down in the cloisters, Westminster, Gulston-street, and other neighbourhoods, by means of which the localities were kept quite clear, which previously required (the cloisters, for instance) 400 loads of refuse to be removed to the Thames.—The report was finally ordered to be printed.—In answer to a question, Mr. Gotto stated that no steps whatever had been taken with regard to the proposed works for Jennings's-buildings, Kensington, or with those for Carner-street, St. Giles's.

Mr. Lambert Jones complained that no relief was afforded to the inhabitants of Holloway, who had for years been rated to the sewers-rates, while attention was given to districts that had never paid one farthing towards them.

The Sheen District.—In reference to a recommendation of the Works Committee, that Messrs. Donaldson and Bazalgette's application as to the employment of levellers, and making trial-pits in the Sheen district, be acceded to.

Mr. Leslie wished to know how it was that these levels could not be obtained from the Ordnance?—Mr. Austin said the levels had certainly been taken by the Ordnance, but points of connection would be required, and be thought tracings of them might be obtained.

Mr. Jones said the officers of the commission were engaged in the out districts, such as Sydenham, Richmond, and other healthy places, while those who were suffering from want of drainage were neglected.

The Earl of Carlisle believed that it would be desirable to proceed with all speed in those places that had long contributed to the rates, but, at the same time, they could not shut their eyes to the claims of some of the outer districts, such as Brentford, Richmond, and other places, which were the seats of cholera and disease.

The recommendation was then agreed to.

Mill-end New Town.—A report was presented by Mr. J. Roe, on the drainage of Mill-end New Town, which stated that cholera and other diseases existed there to a great extent. There were 71 cesspools, which were filled to overflowing with the most offensive exhalations. It recommended that certain improvements be effected, to be defrayed by means of an improvement rate.—Dr. S. Smith bore testimony to the necessity of immediate measures for the improvement of this district, and the recommendation was put and unanimously agreed to.

Drainage of Richmond.—A letter was received from the authorities of Richmond, who concurred

in the recommendation of Mr. G. Donaldson for the drainage of the neighbourhood.—Mr. Chadwick moved a series of resolutions, to the effect that a system of tubular pipes be constructed, that the amount of money necessary be borrowed on the credit of the rates, and that tubular permeable drains be laid down.—Agreed to.

Mr. Bullar, in reference to certain resolutions he intended to move on the subject of house drainage, said he would rather that they should stand on the paper as notice of motion.—Mr. Chadwick believed the subject was of great importance, and that a determination upon it would be gladly received by the builders of the country, and he had the opinion of the chairman of the Carpenter's Society in favour of that course.—Postponed.—The next motion on the paper was a notice given by Mr. Leslie,—"That the Trial Works Committee, on account of the expenditure and small results, be abolished."

Lord Carlisle trusted that Mr. Leslie would see the propriety of postponing his motion until that committee had made their report.—Mr. L. said he was quite willing to do so if there was a prospect of that report being presented within a week.

The Rev. Edward Murray said their report would be presented with the least possible delay, but he was unable to speak in behalf of the other members of the Committee: he could not promise that the report would be presented within that time. He was not, however, aware of what information was sought, or what explanations were required.—Mr. L. said then in that case he thought he had better proceed with his motion.

Mr. Bullar then rose, and said that if that motion was proceeded with, he should feel it to be his duty to move an amendment upon it, the terms of which he would read, viz.—"That the existing Metropolitan Sewers Commission be superseded with the least practicable delay."

The Earl of Carlisle believed the Committee very properly objected to presenting their report, until they obtained all the information they required, and thought the motion should be postponed until that period arrived.—After conversation, the motion was postponed till the next court.

The Experiments of the Trial Committee.—Mr. Leslie complained of the acts of two members of the Committee, in expending a sum of money in erecting a ventilating shaft at Bermondsey, although at the last Court it had been determined that no expense should be incurred for that purpose.

Mr. Murray justified the acts of the committee, and said it was in consequence of the very pressing solicitation of the deputation from Bermondsey as to immediate measures, and the success that had followed the adoption of a ventilating shaft in Harley-street, that the experiment had been tried in this neighbourhood.

A statement of the cost of the experiments was ordered to be laid before the next Court.

Several works were ordered, and the Court adjourned.

Books.

The First Principles of Artificial Manuring. A lecture by JOHN RYAN, L.L.D., M.D. Simpkin and Marshall. London: 1849.

THE object of this lecture is first to inquire into the principal causes of the conditions which are denominated *sterility* and *fertility*; and secondly, to discuss the means of preventing the one and of rendering permanent the other. Dr. Ryan has carried out this intention in a perspicuous and simple manner, and the pamphlet is calculated to remove many erroneous notions in respect of artificial manures; and, by showing how entirely the physical and chemical condition of the soil may be changed, lead our agriculturists to take science to their aid and effect most profitable improvements.

Miscellaneous.

GALLOWAY'S ROTARY ENGINE.—Mr. Elijah Galloway, C.E., in claiming the invention of a rotary engine, of the patent for which the Hon. Captain Fitzmaurice holds a share, and under whose name the invention had been noticed in the *Times*,—in the same paper remarks that he is induced, on public grounds, to make the claim, as he perceives a growing practice among the assignees of patents to give the invention their own names, which appears to him just as reasonable as if we only knew Bolton in the steam-engine, or the publishers, Murray and Constable, in the works of Byron and of Scott. Mr. Galloway declares, that in this way he had already lost all nominal honour in 'Morgan's wheel' or feathering paddle, though himself the inventor.